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Trains into Komsowolsk ran almost continuously; that is, every short while a train arrived or left. North of Komsomolsk to Hormoli and vicinity there were five or six trains per day. After 1948, there was one passenger train a day in each direction during both the summer and winter. There were five or six freight trains daily in each direction during the summer, and about half this number during the winter. Beyond Hormoli, there was one freight train a day after 1948, and three passenger trains per week. Near the construction points there were

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ballast trains running every hour or so. The passenger trains were pulled by one locomotive. Because of steep grades through the Hormoliand Gorin areas, freight trains usually had two locomotives, one pulling and one pushing. The average number of freight cars per train was 20 to 30. The cars were generally two-axle; however, most coal cars and all flat cars were four axle.

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At the approaches to larger cities, elaborate electric semaphores were used as signals. Beyond Komsomolsk hand-flag signals were used. After 1947, light signals were installed at Dorf and Hormoli. In late 1949 there were some light signals installed north of Dohf and Hormoli.

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the freight yards at Suifenho 1944 the yards had been dismantled, but Japanese PW's were being transported straight through these yards by March 1946. Because labor was so plentiful, the transloading of freight was done by hand and was always done immediately in order not to tie up any cars, which were badly needed. Freight trains were never left standing over night, but would be unloaded no matter what time of the day or night they arrived. Transloading of trains was unnecessary after March 1946 because many of the railroads in Manchuria were the same gage as the railroads in Salation.

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There was always a shortage of railroad cars.

called at any hour of the night or day to unload supplies or equipment, in order to free the cars for another assignment. The prisoners were told that there must be no delay as the trains were needed to continue the hauling of supplies and equipment, and that the quicker a train was released for another mission the quicker it would be possible to bring the US aggressors to their kness. Passenger trains hever stopped long at any point, only long enough to unload and load passengers. The passenger trains were always extremel; provided, and Soviet citizens would sometimes wait for a week for a sea, on a train leaving in either direction from Komsomolsk. Very seldom would a car be seen standing idle on a siding, and it would be idle for a specific reason.

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